

(c) If any finding of cracking is confirmed, prior to further flight, accomplish paragraph (c)(1), (c)(2), or (c)(3) of this AD.

(1) Repair the cracked area in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Thereafter, perform the repetitive inspections and follow-on actions required by paragraph (b) of this AD. Or

(2) Repair the rear spar upper and lower caps between IWS 228 and 346 in accordance with the Lockheed Model L-1011 Structural Repair Manual. Thereafter, perform the repetitive inspections and follow-on actions required by paragraph (b) of this AD. Or

(3) Modify the rear spar upper and lower caps between IWS 228 and 346 in accordance with the Lockheed service bulletins listed below, as applicable. Accomplishment of the modification constitutes terminating action for the requirements of this AD.

- Lockheed L-1011 Service Bulletin 093-57-184, Revision 7, dated December 6, 1994, as amended by Change Notification 093-57-184, R7-CN1, dated August 22, 1995; or
- Lockheed L-1011 Service Bulletin 093-57-196, Revision 6, dated December 6, 1994, as amended by Change Notification 093-57-196, R6-CN1, dated August 22, 1995; or
- Lockheed L-1011 Service Bulletin 093-57-203, Revision 4, dated March 27, 1995.

Note 4: Accomplishment of the modification specified in paragraph (c)(3) of this AD prior to the effective date of this AD in accordance with the following Lockheed service bulletins, as applicable, is considered to be in compliance with this paragraph:

- Lockheed L-1011 Service Bulletin 093-57-184, Revision 6, dated October 28, 1991;
- Lockheed L-1011 Service Bulletin 093-57-184, Revision 7, dated December 6, 1994;
- Lockheed L-1011 Service Bulletin 093-57-196, Revision 5, dated October 28, 1991;
- Lockheed L-1011 Service Bulletin 093-57-196, Revision 6, dated December 6, 1994;
- Lockheed L-1011 Service Bulletin 093-57-203, Revision 3, dated October 28, 1991; or
- Lockheed L-1011 Service Bulletin 093-57-203, Revision 3, dated October 28, 1991, as amended by Change Notification 093-57-203, R3-CN1, dated June 22, 1992.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on December 11, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-30646 Filed 12-15-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-41]

Airworthiness Directives; General Electric Company CF34 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to General Electric Company (GE) CF34 series turbofan engines. This proposal would reduce the allowable operating cyclic life limit for affected high pressure compressor (HPC) stage 1 rotor disks. This proposal is prompted by an updated stress and life analysis. The actions specified by the proposed AD are intended to prevent HPC stage 1 rotor disk rupture, engine failure, and damage to the aircraft.

DATES: Comments must be received by February 16, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-41, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified

above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-ANE-41." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-41, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) has reviewed and approved an updated stress and life analysis for high pressure compressor (HPC) stage 1 rotor disks installed in General Electric Company (GE) CF34 series turbofan engines. Although the FAA has not received any reports of cracked or failed HPC stage 1 rotor disks, the stress and life analysis was performed using new, improved methodology. This analysis revealed that the published cyclic life limits were higher than updated calculated lives, which could result in the operation of an HPC stage 1 rotor disk beyond its cyclic life. This condition, if not corrected, could result in HPC stage 1 rotor disk rupture, engine failure, and damage to the aircraft.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would reduce the allowable operating cyclic life limit for affected HPC stage 1 rotor disks.

There are approximately 440 engines of the affected design in the worldwide fleet. The FAA estimates that 150 engines installed on aircraft of U.S. registry would be affected by this

proposed AD, that it would take zero additional work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$7,667 per engine, based on the estimated current part cost, prorated downward by a factor equal to the quotient of the difference between the original cyclic life limit (9000 cycles) and the revised cyclic life limit (6000 cycles) divided by the original cyclic life limit. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,150,000.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

General Electric Company: Docket No. 95-ANE-41.

Applicability: General Electric Company (GE) Models CF34-1A, -3A, and -3A2 turbofan engines, with high pressure compressor (HPC) stage 1 rotor disks, part number 6040T79G01, installed. These engines are installed on but not limited to Canadair Limited Model CL-600-2A12 and CL-600-2B16 aircraft.

Note: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent HPC stage 1 rotor disk rupture, engine failure, and damage to the aircraft, accomplish the following:

(a) Remove from service HPC stage 1 rotor disks prior to accumulating 6,000 cycles in service since new, and replace with a serviceable part.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Issued in Burlington, Massachusetts, on December 8, 1995.

Jay J. Pardee,

*Manager, Engine and Propeller Directorate,
Aircraft Certification Service.*

[FR Doc. 95-30645 Filed 12-15-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-128-AD]

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Jetstream Model 4101 airplanes. This proposal would require an inspection to verify the proper position of "door open" placards on the inside of the main entrance door, and replacement with new placards appropriately positioned, if necessary. This proposal is prompted by a report that the "door open" placards on the inside of the main entrance door, as currently installed, may not be visible to passengers or flightcrew when the door handle is in the open position. The actions specified by the proposed AD are intended to ensure that certain placards on the inside of the main entrance door are clearly visible and perform their intended function in the event of an emergency evacuation.

DATES: Comments must be received by January 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-128-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such